The Sea People

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No 40

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The Sea People

Magazine of the Polynesian Catamaran Association

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Front Cover Photo:
This is Wharram Cats, big sociable boats…….
(ORO "Mannini Pahi")

Scott Brown Multihulls

S B

World-wide
Wharram Catamaran
Brokerage

Buying or selling, talk to the Broker who knows your type of boat, represents you properly, and promotes your boat World-wide.

It's rare to find a buyer now who doesn't have access to the Internet, and we're now getting between 240 & 350 visitors per day to the web-site.

At this moment we have more than 35 Wharram Cats listed for sale - and they are selling!

It's now possible to predict the upper & lower values of the various models.(prices the market is prepared to pay - I'd agree with any builder that it's impossible to get the true value of the build, but you get a number of years great sailing from the boat first). It couldn't be done before, people had to guess, Brokers hadn't a clue.

We also know the value of putting an extra effort into build finish & good maintenance. Neglect these & you will lose thousands of pounds when you try to sell, plus wait a long time for a buyer. It's much more important than the amount of gear you have on board.

New in this month,
2 Tiki 31's
Tiki 21
Tangaroa Mk 4.

Get in touch if you want to know more.

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Up-to-date list with prices, photos, inventories etc on:

www.multihulls.uk.com

or posted "snail-mail"

NARAI MkIV ~ HAVAIKI

Rebuild – Part 3. Dave Irving and Lena Ljungqvist come towards the end of their project to update Havaiki for extended sailing.

1999 was the third summer of our rebuild and we were determined to launch in time for the PCA 'Eclipse' meet in August. Sea People 36 and 37 describes how we had made longer beams and glassed them rigidly to the hulls, however there were some other jobs on the list.

Re-shaping the bows was quite straightforward but time consuming. We stuck on offcuts of Divinycell foam and then planed and sanded it to shape, finishing with one layer of 600gm glass. The result is very pleasing and should improve the sailing performance. It also seems to improve the lines of the hulls themselves.

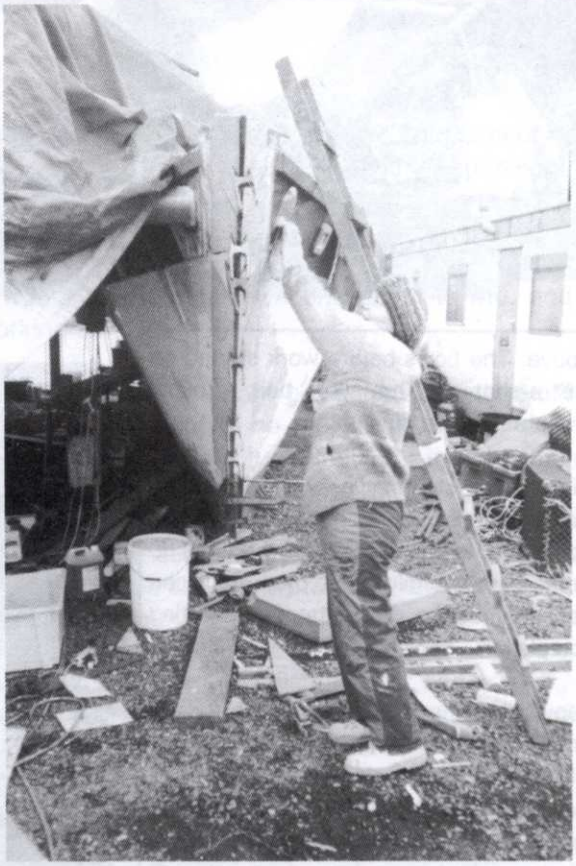
The skegs were more complicated. We cut off the front two thirds to bring them down to Tiki proportions. This is to improve tacking and reduce wetted surface. Next we stuck on 50mm thick Styrofoam each side of the skegs and rudders. This was then faired so that the skeg / rudder combined is an airfoil shape with the trailing edge thinned down to 6 mm. The upper part of the rudder is also faired in with the hull. The leading edge of the rudders ends up about 150 mm thick (the same as the stem post). The gap between the rudder and boat is closed off with glass flaps. Yes these will break off in time, I know, but we may get a couple of years out of them. The rudder fittings end up buried underneath the foam so to replace them will require digging out the foam.

We had great plans for the 'scaffold tube' prop shaft in lightweight materials. When the time came, I went and bought a new scaffold tube for £20 and welded on a 'new' universal joint from a Sherpa van. Incidentally the old tube had rusted away from 4mm thick walls to 1/2mm thick! I think we can safely say that 10 years is the limit for a scaffold tube in seawater.

Making the new steering system was good fun after fairing foam - the picture describes it best. (P3)

We launched on August 1st. - Just in time to motor to the eclipse 'raft up' in the River Tamar. Of course we haven't completely finished. There are windows to fit and the rig to sort out, but we were both pretty worn out when we came to launch and desperate to get away from the boatyard. Anyway we are both thrilled to bits with the result. Havaiki's new wider beam looks right and all the old beam troughs in the deck are now sealed up with clean flush decks.

[See also pictures of Havaiki in mag 39, Eclipse Summer Meeting.]



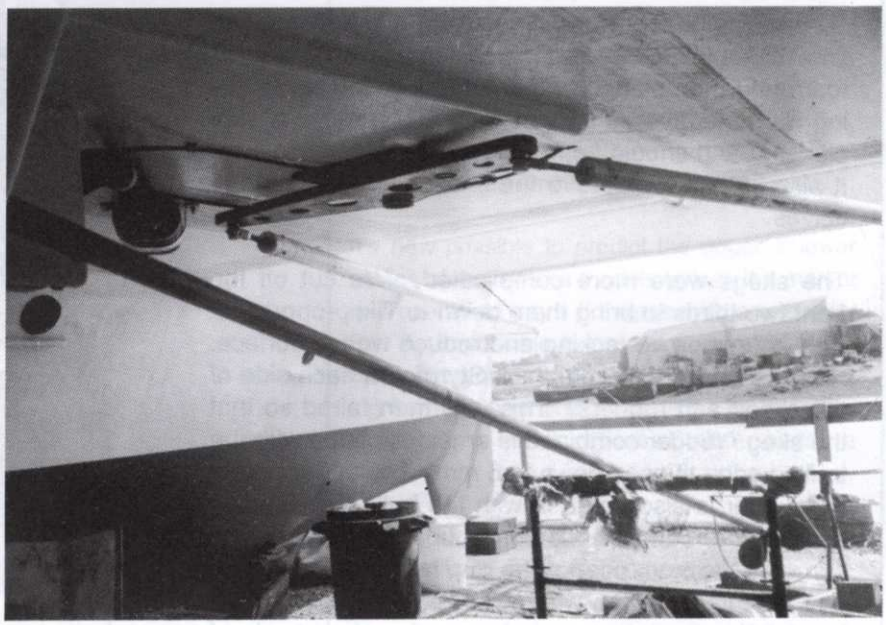
Bows.
Above: Lena working on the new "fine" entry bow.
Below: The finished result

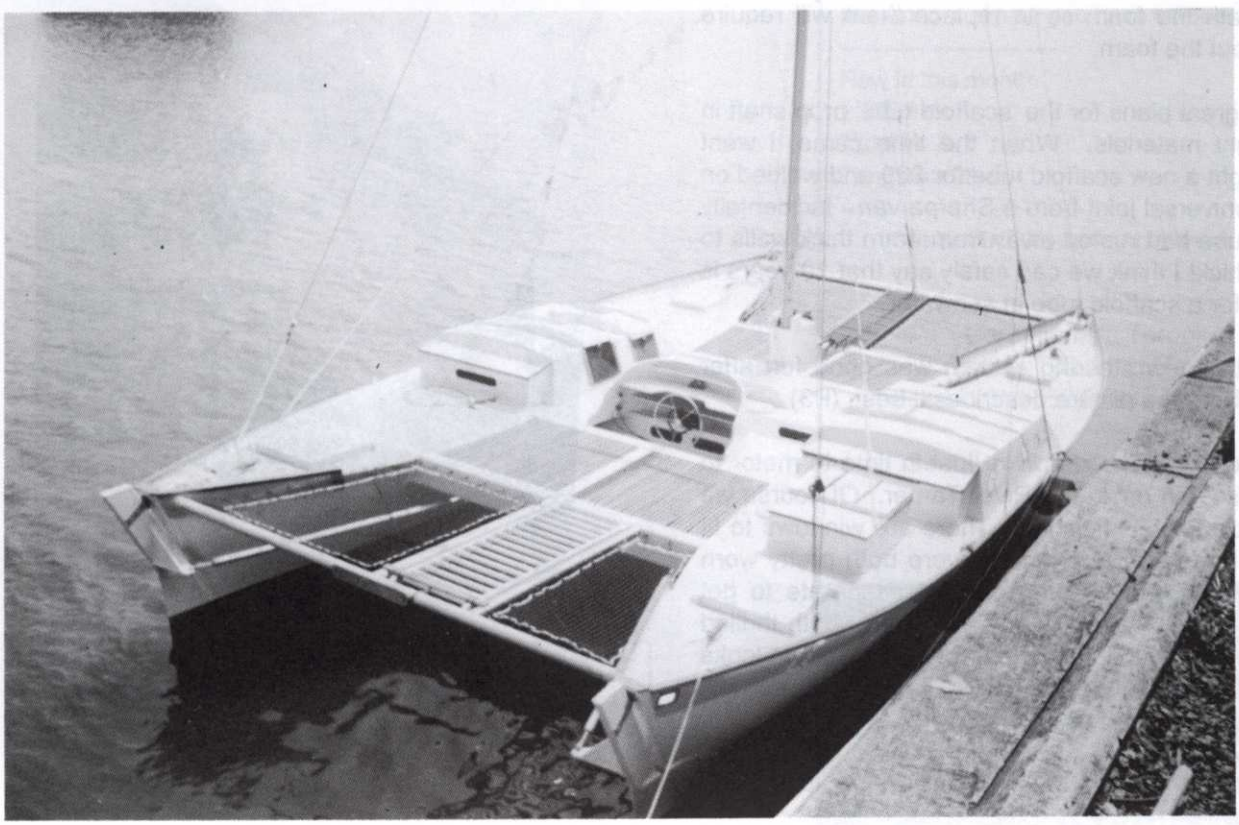
Above: The bows before work started on the re-shaping. They were built to plans and presented a bluff entry.

Right: The steering gear designed by Dave. The rudders have "bellcranks" added on to allow the tube steering to work. The "scaffold tube" prop shaft can be seen resting on a support, awaiting completion.

Top Right: The launching in time for the Eclipse meeting. There are still a few jobs left to complete, such as the fitting of all the windows in the cabin tops and rigging the mast and sails.

Bottom. The new steering position in the centre with wheel steering. The steering tubes, bellcranks and rudders can be seen in foreground.



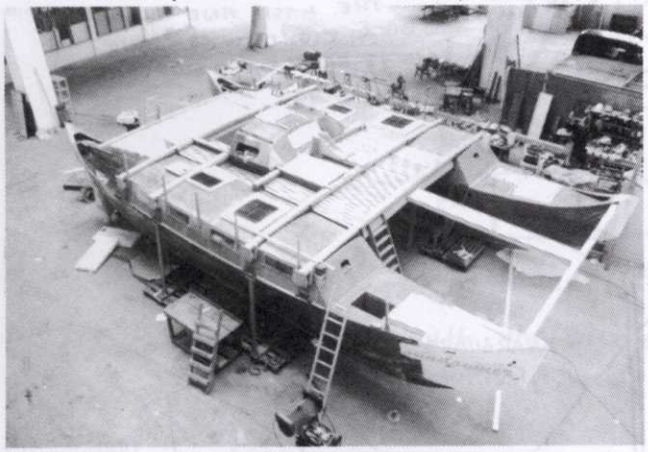


PAHI 42 ~ BUILD

Gerard Janssen, Netherlands, updates his build project from his last article in Sea People 38.

I have done little writing lately, and my excuse is that I been too busy working on my Captain Cook! I believed a few times already that she would be ready for painting by the end of the month but this didn't turn out to be the truth. Perhaps it shall happen this month, but there are still many small jobs that need to be done, and this takes more time than I expected. One of these days I should be able to take the paint roller and brush to hand.

Soon I hope to be able to dismantle the boat, epoxy the places that have not been done, paint her, move her outside and reassemble her. Once she is assembled I plan to put the finishing touches to the inside of the hulls, and put her in the water early in 2000. Scott



sold my other Captain Cook "La Mirage" for me while I was for a holiday with my daughters in New Zealand. This gave me the finance to finish off this Pahi 42, and I purchased a 27hp diesel motor.

From past experience, I know 20 hp to be more than a satisfying motor unit, but I found out that the motor weighed about 230 kg., so when I saw a 20 hp diesel outboard motor advertised, I went after it. It was still fitted in the boat, and it started first try, also it didn't make half as much noise I expected. His asking price was 4500 guilders and I offered him 3000, which he accepted.

The motor looked so big, it could have been 30 or 40 hp. After I had a good look at it at home and made a phone call, I found out it was only 8 hp. I phoned the seller and told him I wanted my money back or I would report him.

I made him the offer to pay me back 2000 guilders, and I would purchase the motor for 1000 guilders. After I had seen a Captain Cook sailed with a 8 hp. petrol outboard from Friesland to Vlaardingen, I believed this to be a good deal for me. It is a work motor and a diesel, and seeing I have a sailing ship expect her to do the job! They now build a 15 and 25 hp. diesel outboard, and the agent is willing to give me 20% discount.

It would be nicer to have one given to me, and I'm working on it, ha, ha!

Having a diesel outboard gives the advantage of having a motor weight of no more than 81 kg, You can steer with it, uses less fuel, and safer than having petrol on board!

When in New Zealand Don Brazier took me for a 24 hour sail on his cat (Narai), which I really enjoyed and it gave me the push to work like crazy on my own cat when I returned here. It is getting colder out here, and I shall have to hurry to finish the last epoxy work, and do the paint work outside. Once the boat is assembled outside I can finish the wiring, insulation, painting and what have you!

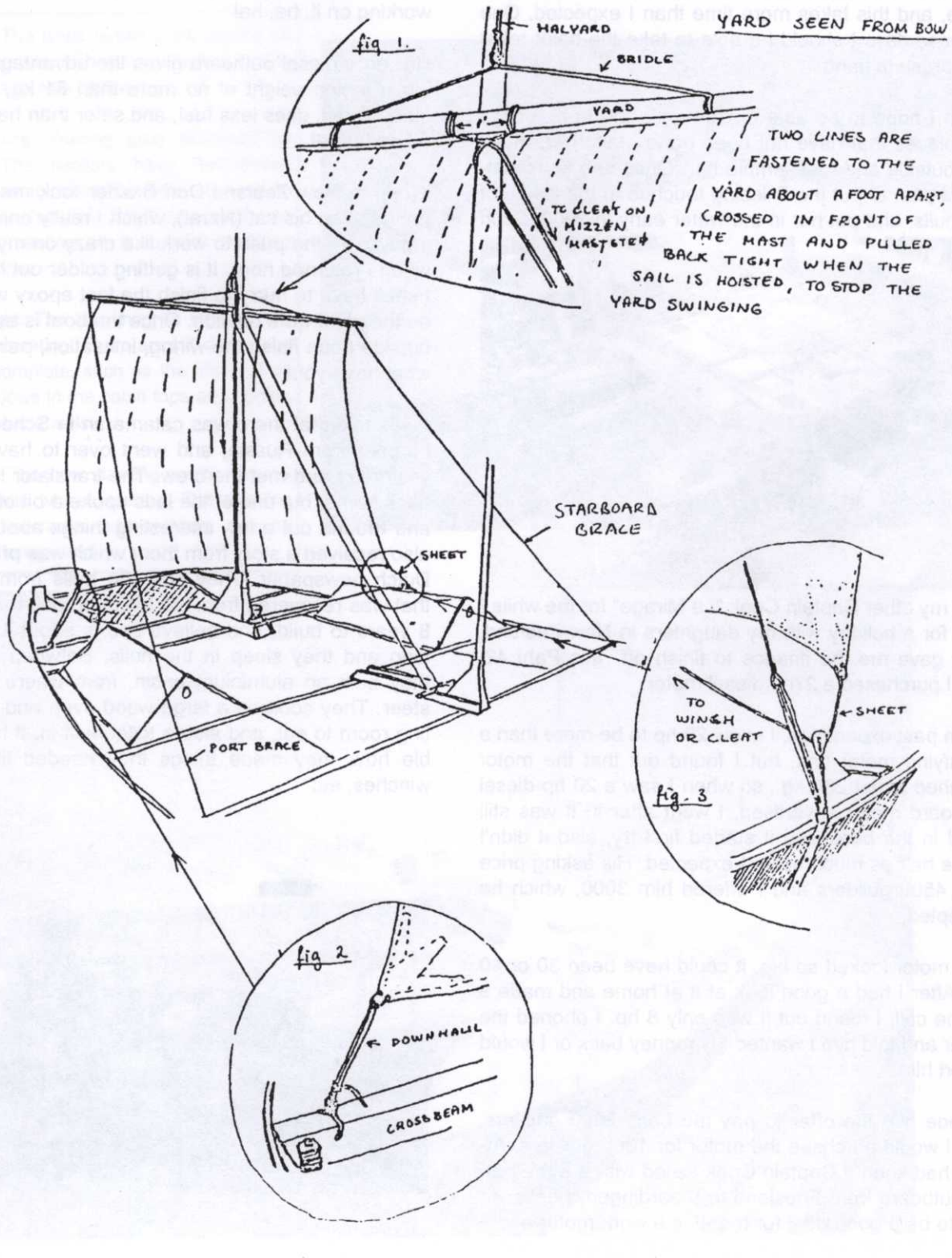
I was told that there was catamaran in Scheveningen harbour from Russia, and went over to have a look yesterday and met the crew. The translator had gone back home, but one of the lads spoke a bit of English, and I found out a few interesting things about them. I also received a story from them which was printed in a Dutch newspaper. They built the hulls from titanium that was recovered from old tanks. It took them about 8 years to build, and believe she is about 15 metres long and they sleep in the hulls. Between the hulls they built an aluminium cabin, from where you can steer. They cook on a large wood oven and have sitting room to eat, and also a toilet built in. It is incredible how they made things they needed like mast, winches, etc.

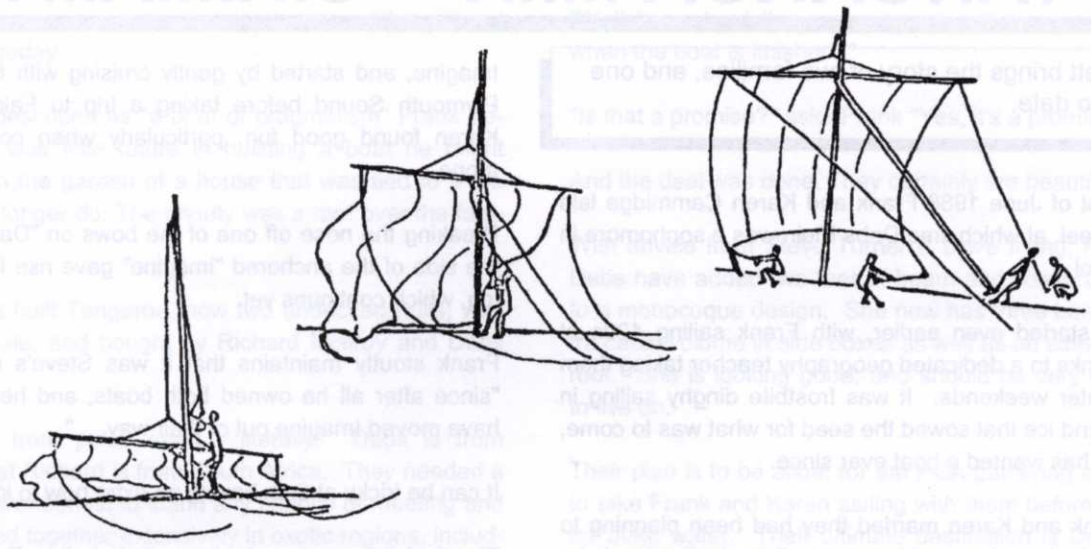
CRUISING ~ SQUARE RIGS

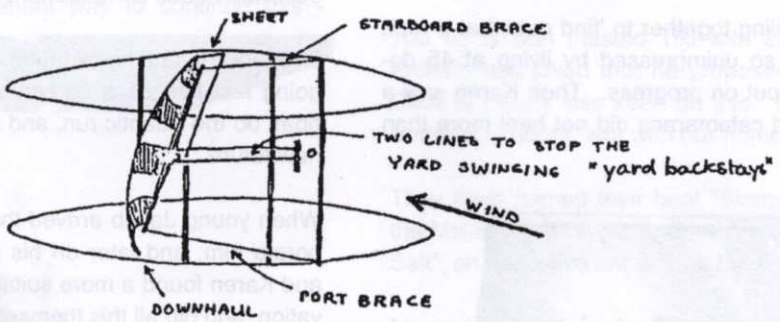
The PCA has seen many sail rigs used over the years. Below is one reported "In the Wake of The Sailorman" – sadly no longer available. Hanneke Boon wrote the original article. The principles are still valid for today's blue water sailor.

SQUARE SAIL ON A POLYNESIAN CATAMARAN

by Hanneke Boon







with the wind on the other quarter downhaul and sheet are reversed.

Preparation

1. Square sail is laced to yard.
2. Ropes fastened to yards
   a) bridle: two attaching points divide the yard into 3 equal parts.
   b) halyard: is tied to bridle.
   c) 2 braces: one at each end, long enough to reach back to the aft beam.
   d) 2 lines: tied about a foot apart to the middle of the yard, used to stop the yard swinging away from the mast when hoisted ('yard back stays').
3. Ropes fastened to sail.
   a) downhaul: fastened to weather tack. (Use long length so it can be used lanyard fashion).
   b) sheet: fastened to leeward tack (clew).

Sequence of hoisting the square sail.

1. Lay yard and sail across the boat in front of the main mast.
2. Check that all lines mentioned above are fastened to yard and sail; lay them out over the deck, being very careful to check that when the sail is hoisted, they won't be on the wrong side of existing stays, halyards and sheets etc.
3. Fasten the braces temporarily somewhere on the after beam or to the backstay chainplate, leaving enough length to allow the yard to be hoisted. (with a large crew you can have someone holding them).
4. The two 'yard backstays' are led around the mast backwards but not fastened down yet.
5. Fasten the downhaul onto the first main cross beam, threading it through several times to make a purchase.
6. Lead the sheet through a block on the leeward gunwhale, and cleat it temporarily.
7. Hoist the sail to its required height about 2 feet above the deck.
8. Pull the two yard backstay back hard and cleat them.
9. Next, you must play the downhaul, sheet and braces until the sail sets satisfactorily.

TANGAROA MkIV ~ SIRIMAMY

Ben Mullett brings the story of two families, and one boat, up to date.

On the first of June 1988 Frank and Karen Cammidge laid their first keel, at which time Debs Klein was a sophomore in High School.

It had all started even earlier, with Frank sailing 420s at school thanks to a dedicated geography teacher taking them out on winter weekends. It was frostbite dinghy sailing in the snow and ice that sowed the seed for what was to come, and Frank has wanted a boat ever since.

When Frank and Karen married they had been planning to build a boat, since they had been put off production boats by the start prices of around £70,000, for the size they fancied.

They then tried day sailing together to 'find out what a rope was ' and Karen was so unimpressed by living at 45 degrees that a hold was put on progress. Then Karen saw a TV item that mentioned catamarans did not heel more than ten degrees.

Richard and Debs. Starboard hull coming together!

So off they went once more to the boat show. Unfortunately, as we all know there is still a price problem with many ready-built cats, so now a long search was on for a cat they could build economically.

It was in Practical Boat Owner that they found the right advertisements and ordered much information that was studied carefully.

Eventually, inevitably, they decided on a Wharram. This was as much on the basis of the James Wharram Design philosophy as the considerable appeal of the boats.

Which Wharram?

Frank rented "Dandelion II" a Tiki 21 from Steve Turner at Imagine, and started by gently cruising with Karen around Plymouth Sound before taking a trip to Falmouth, which Karen found good fun, particularly when compared to a mono.

Breaking the nose off one of the bows on "Dandelion II" on the side of the anchored "Imagine" gave rise to some teasing, which continues yet.

Frank stoutly maintains that it was Steve's responsibility, "since after all he owned both boats, and he surely could have moved Imagine out of their way.... "

It can be tricky at first, having an extra bow to look out for!

The decision was eventually made to build a Tangaroa IV, in order to have both the headroom that Frank wanted and a separate heads compartment to suit Karen.

Even then Frank knew that milking 120 cows a day was not going last him as a career, so they planned to build their boat, do the Atlantic run, and then decide on a plan for their new future.

When young Jacob arrived the plan was extended to incorporate him, and later on his little sister Megan. So Frank and Karen found a more suitable house which needed renovation, and did all this themselves.

"Very disappointing" says Frank. "After months of effort all you end up with is another room". Boats are clearly different.

The boat building went well, considering the amount of other

The poly tent on the right, with heater in foreground, helps with epoxy work in a Cornish winter.

work that Frank was doing and the exceptional standard to which he builds.

"Building a Tangaroa is ever so easy" he says.
The first hull took three years, the next eighteen months.

Then Frank took ill with organo-phosphate poisoning. The next three months were spent in a bed, the next two and a half years in a wheel chair that he still needs at times, even today.

In what he describes as "a bout of pragmatism" Frank decided there was little future in building a boat he might never sail, in the garden of a house that was tied to a job he could no longer do. The priority was a roof over the family.

So their part built Tangaroa, now two undecked hulls, was put up for sale, and bought by Richard McIlroy and Debs Klein.

They come from poles apart - literally. Debs is from Alaska, whilst Richard is from South Africa. They needed a fair dose of wanderlust to stand any chance of meeting and have travelled together extensively in exotic regions, including Madagascar.

They sought a more permanent way to continue this -

View of the forward beam where it meets the port hull.

maybe a truck or 4WD with accommodation? Or bicycles? Or Kayaks? Or something.

When Richard and Debs took a ride on a monohull in the Comores they loved sailing but hated the mono roll and related vices. They also kept meeting people who were sailing or building Wharrams Tehinis and Pahis, amongst others.

Someone had given them a James Wharram Designs catalogue, and they went on from there, so when they heard from Scott Brown's brokerage of Frank and Karen's two hulls for sale, they went to take a look, saw the quality of Frank's work, and hastily borrowed some money.

Richard negotiated the purchase on the telephone, and it went something like this:

"Frank, I haven't got three and a half grand and I can't get three and a half grand, but I love your boat, so would you accept three?"

There is silence on the line. Frank is saying nothing.

"Well how about three grand and we'll take you all sailing when the boat is finished?"

"Is that a promise?" asks Frank "Yes, it's a promise"

And the deal was done. They certainly are beautiful hulls.

With advice from Steve Turner & Dave Irving, Richard and Debs have added two feet of beam and converted the boat to a monocoque design. She now has three beams and extra cabin volume in side boxes as well as an extended coach roof. She is looking good, and should be very comfortable to live on.

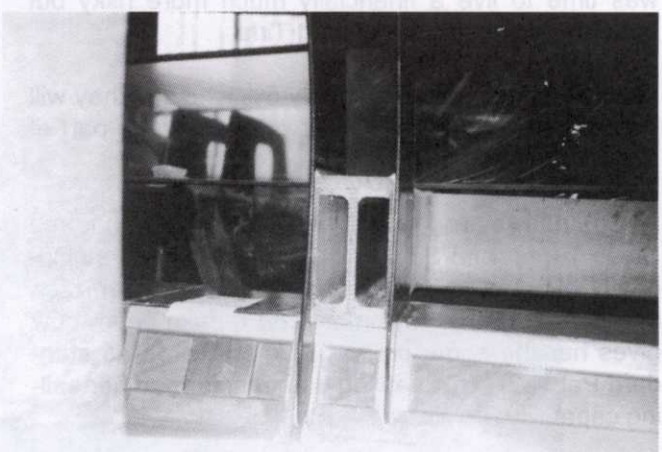
Their plan is to be afloat for the PCA gathering in 2000, and to take Frank and Karen sailing with them before setting sail for deep water. Their ultimate destination is Debs's native Alaska, so you will find them well informed on types of insulation!

The rig is twin masted Tiki with equal height masts, and Richard has joked that he proposes flying a hull, although Debs is clearly less keen on this. Not keen at all actually. Something about "Not with our home you don't!"

They have named their boat "Sirimamy". This comes from the Malagasy for sugar and translated literally means "Sweet Salt", an evocative name for a boat.

Meanwhile Frank is slowly recovering his health, and has recently been able to drive a car again. He has plans to build a much smaller cat for day sailing, based on a pair of modified canoes. This looks very interesting.

There is also that promise from Richard and Debs that they will all go sailing together once Sirimamy is afloat. This was renewed this August when Frank, Karen, Jacob and Megan came to visit Richard and Debs at Carbeile Mill.

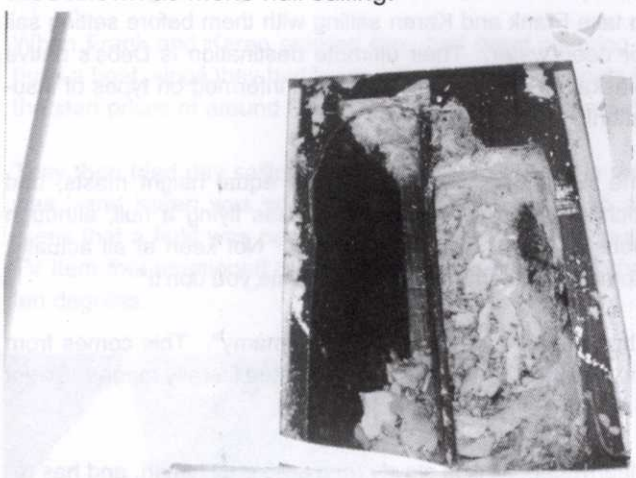


Detail of an intermediate beam. The web is ply, with the capping pieces located by routed channels. There are at least 4 webs at right angles that locate the web and caps, and side boxes, limiting torsional twisting. All joints are made with epoxy/microfibres and colloidal silica fillets.

PAHI 42 ~ TIRLA

John and Fae Whalley tell the story of "Tirla and the Foam Incident". A cautionary tale!

Fae and I bought Tirla in 1998 and have completed a substantial refit. I think we must have been the "yuppies" referred too by the reference to portable phones at the 1998 Southdown meet! However a lot has changed since those heady days. We brought Tirla in order that we could spend a few years getting her how we would like and also recovering from some 30 years worth of the "luddite" disease otherwise known as mono hull sailing!



I work in the City of London, well at least I did. In April 1997 our company merged with another and nearly a thousand people became part of a musical chairs game where the prize was a new job, the same job or no job. After surviving for thirty years in the business I was advised I fell into category three. There goes the portable phone. However at 50 it did mean I was at a crossroad and Fae and I decided it was time to live a financially much more risky but hopefully enjoyable life aboard Tirla.

Geoff Pack once said that only 5% who say they will go actually set off. We are trying hard to be part of 5%.

At Southdown, and with extensive help and input by Steve Turner and Scott Brown, Tirla's rig was significantly altered. D Sails made a new main, mizzen and genoa. Large mainmast and a main boom now gives her the same proportion of sail area as standard Pahi 42. This new rig has transformed her sailing capability.

We sailed Tirla to Brighton in autumn 1997 and chose to take her to Shotley Marina in "Harwich" for the final stage of her refit. Tirla was to be re-sprayed a gloss cream and the electronics such as Navtex and our old radar etc fitted to her.

We had a really rough passage last Easter with winds of 25 to 35 knots often beating round headlands with wind against tide short seas. We have done the same trip on mono's several times in similar conditions. The difference was marked and we were a lot faster and the lack of crew exhaustion due to not heeling was amazing. Domestic tasks and general life aboard at sea was a rewarding experience despite the freezing cold weather. We made Ramsgate, then onto the Swale where we stayed overnight before leaving our three other crew in the Ship Pub at Conyer.

Fae and I then had a magical trip across the Thames Estuary towards Falmouth and up the Spitway and

across the sands to Harwich. Brighton to Harwich is a small trip by Wharram standards but a great leap for us in learning and experiencing the boat and its particular idiosyncrasies. We left her in Guy and Martin's care at Custom Boats at Shotley.

We had purchased a new alloy sailing tender called a Zephyr, it is excellent at 8ft 6in, robust and a good load carrier. Made in the UK it has no welds or standing rigging.

Following my departure from work we joined the boat and she was refloated early in June (60 ton crane!) She looked excellent.

On the fourth day afloat, and within 48 hours of leaving for the south coast and the Biscay Bay Blue Water Rally, I stepped into the forward locker area of the port hull and was not happy with the "feel" underfoot of the ply floor. To say my heart sank would be an understatement because I knew the lower areas of Tirla had been filled with closed cell foam and sealed.

I cut the floor open and looked at a soggy mess of water on top of foam and some clear signs of delamination of the floor. I knew the entire boat had the same construction. We did not sleep well that night, wondering what was under all the floors.....

Out she came and five weeks later Fae and I, plus help from friends, had cut out EVERY FLOOR in the boat

and the integral water tanks to expose the original hull.

In total we found water in three compartments out of about 30, and damp in several other places. All was fresh water from various sources.

The yard could not have been more helpful as they already had a full work load with owners no doubt pressurising them to finish work on jobs booked to be done in a hurry as the sailing season was well advanced.

By late July 1998 we had a rebuilt port bow and several feet of the starboard aft end being repaired. Needless to say we had to abandon ship and unload kit, emotionally the ripping of ply was too much to take so we returned home as there was little we could add to the process.

As mentioned we were to go around Biscay on the Blue Water Rally (planned before I knew about my "no" job). After leaving work we decided to still do the Biscay Rally and then return home to sort out our lives ready to leave full time in the spring. We missed the start of the Rally but decided to go "long term" as soon as Tirla was ready. We spent three hectic weeks going from being an urban couple to preparing to live on the boat. A hundred things were required to be done before one could cut loose. We have found it's hard work getting out of the consumer society..... they don't want anyone to escape!

Foam will never be allowed back on Tirla neither will integral water tanks. She now has flexible rubber bags in the old tank area. These will also have clear air flow around them. Nothing like closing the stable door etc. But we have learnt the hard way.

Having dug out nearly 9Oft of the stuff with garden equipment, we are now experts at foam mining. Anyone doing it should have a word with us first as we learnt some excellent techniques.

We were lucky to find it BEFORE we left. We can now see and ventilate the whole sub floor hull area. We have improved many aspects of the boat during the enforced stay and we're hopeful that we are not now going to suffer another UK Winter.

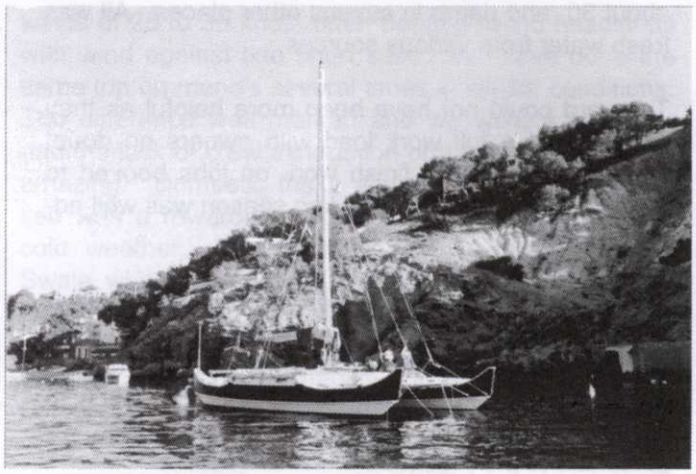
If you have a Wharram with foam it is my advice to take it out ASAP because it may stop you sinking but it will probably be the reason why water enters the hull in the first place. Clearly our damage was from fresh water inside the hulls. It only seems to have taken a pint or so and in time the two affected areas epoxy was circumvented by pin holes or end grain vulnerability.

I'm pleased to say Tirla was very well built and was soon back in first class condition ready for Fae and I to live aboard.

We now see the right sort of foam....on waves!

PAHI 26 ~ WARUNA

Robert Christoffel and Verena Bosslet, Germany buy a Pahi 26 and sail the Mediterranean!



We got your address from the "Tirla" crew. Fae and John dropped their anchor also in the bay of San Antonio in Ibiza. We suppose, the first thing John did afterwards was to say hello to the Pahi 26 next to him. Well, as we are not members of the PCA - yet, we wanted to let you know what is happening with "Waruna". We bought her in 1998 in Bremen (N Germany). She was ashore for more than a year, standing uncovered under a tree and waiting for a new enthusiastic Wharram owner. We knew that the second owner tried to sail the Mediterranean Sea, but got crazy after a while due to the bad weather. That was a few years ago. He took "Waruna" back to Germany for selling. We then found her and bought her. The trailer made it very easy to take her home. Home is/was a little close to the Baltic Sea. We thought "Waruna" was in relatively good condition. When we started to strip off the paint, we found rot in the deck, front and back of the hulls. We also had to do work on the beams and the outboard area. We worked in a very old sheep stable, loaned to us by a friend. It took four months to make "Waruna" as pretty as she is now.

Last summer we sailed in the Baltic to find out what she could do. This spring, the adventure started in Doria (Spanish mainland). We sailed to Ibiza, Mallorca and Minorca. We wanted to pass the winter in Tunisia. In the Med. you have to sail where the wind takes you and the wind (most of the time from the west), didn't want to blow us to the African coast. So we decided to go back to the mainland and stay there for our first winter on board. How long the trip will last we don't know. As long as we have money, it may be for up to two years - we will see. At the moment we enjoy living in two hulls and even miss a few things sometimes (a table where we can have dinner together and a spray hood when we're in rough sea). Apart from these we are absolutely satisfied with our choice.

Photos. Left: Moored in San Antonio.
Below: Just before unloading on the Spanish mainland.
Top: The Balearic Islands have bays, coves and beaches that can only be accessed from the sea.
Above: At anchor with the deck tent collapsed on the cabin tops.

PAHI 63 ~ BIG CAT

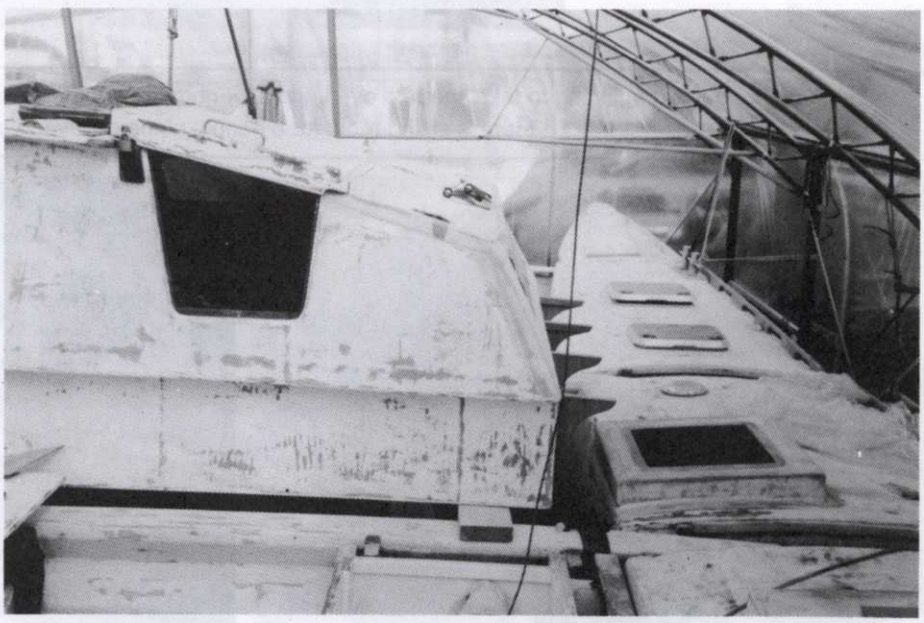
Over the next 4 pages, Chris Dunn tells the story of how "Big Cat" came through her 6 month fit out.

Background. The story of Big Cat starts in Sea People 25. The original work was described by her original builder, Peter Mican. We then pick up the story in Sea People 37, when Chris Dunn enters and carries on the project to bring one of the few European Pahi 63's to life. In that edition, Steve Turner and Chris Dunn describe the work in Vienna, which Steve led, and the launching of Big Cat into the Danube.

In this edition, Chris updates some aspects of the fitting out project. Big Cat was brought to the Hamble River, and with the continued guidance of Steve Turner, the work is completed by a team led by Richard Laight. The work started in September 1998 and Big Cat finally touched the water in June 1999. A couple of months followed with final fitting of deck equipment and tuning the extensive sails and rigging.

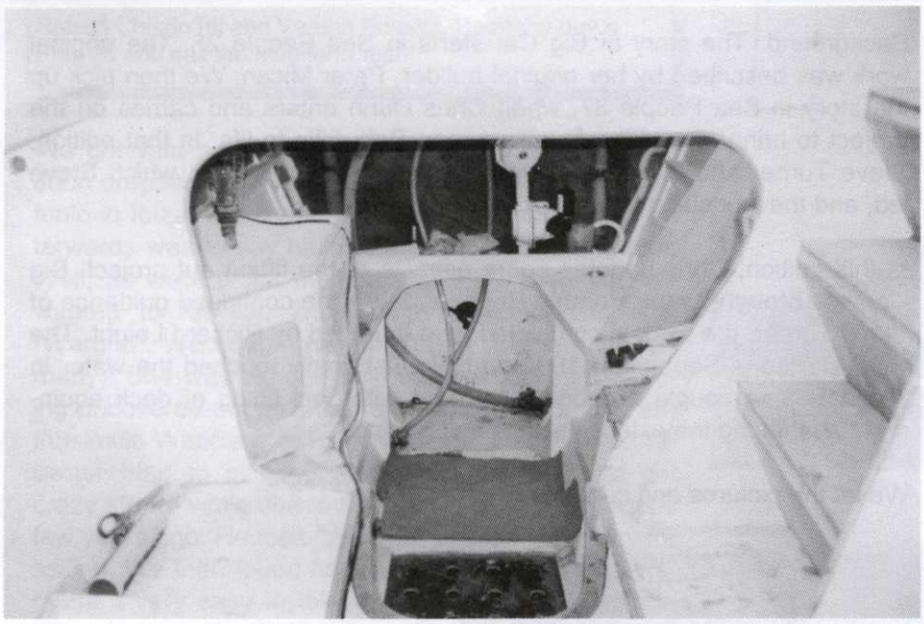
We let the pictures and captions tell the story.

Below: The boat starting fit out under the amazing polythene shelter – good for growing tomatoes too!. The polythene in the top left corner was to stop condensation splashing onto Big Cat and the guys working underneath!

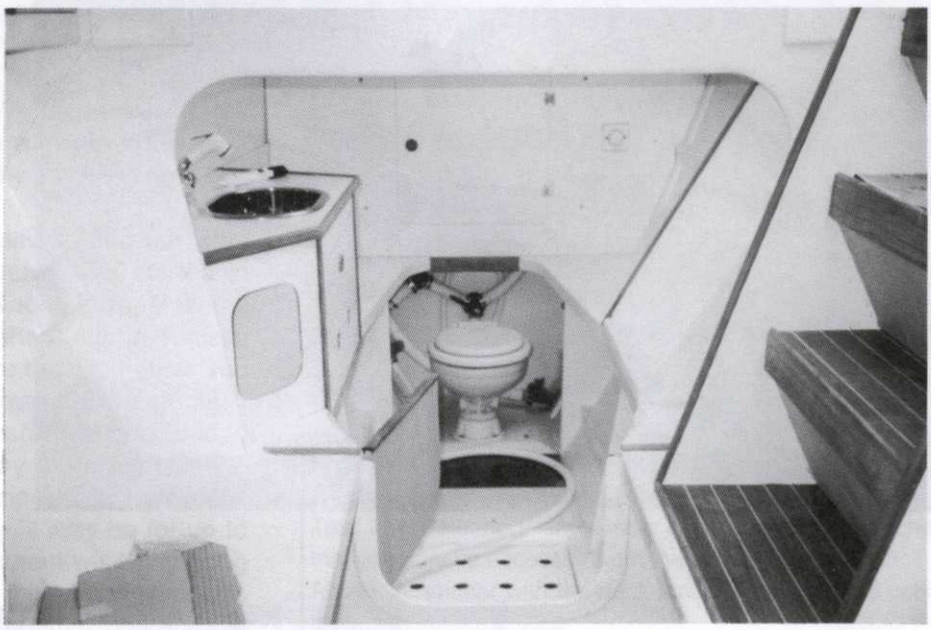


Right: All the pods, hulls and beams rubbed down ready to start painting. (Starboard side shown). Despite the size and relatively exposed location of the shelter, it survived the whole build period without any tearing of the polythene, despite a couple of good winter gales.

PAHI 63

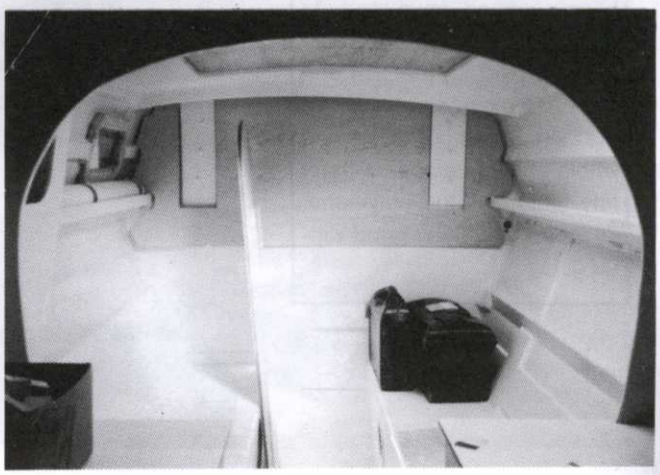


Left & below: (during fit-out and completed):
Looking from the master cabin into the "en-suite" heads & shower.



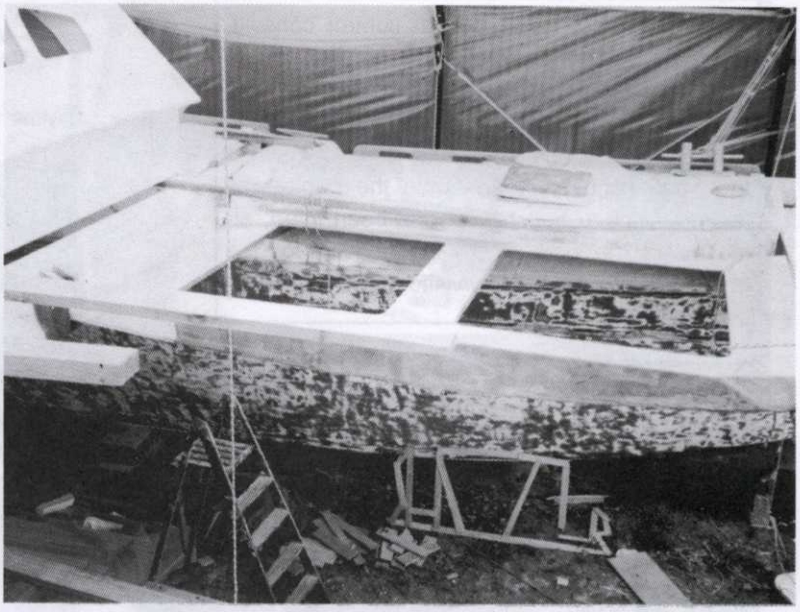
The deal with Viv, Chris's wife, was that after 10 years with ORO "Mannini" she wouldn't have to cross the open deck in the wet to go to the loo. Luxury!!

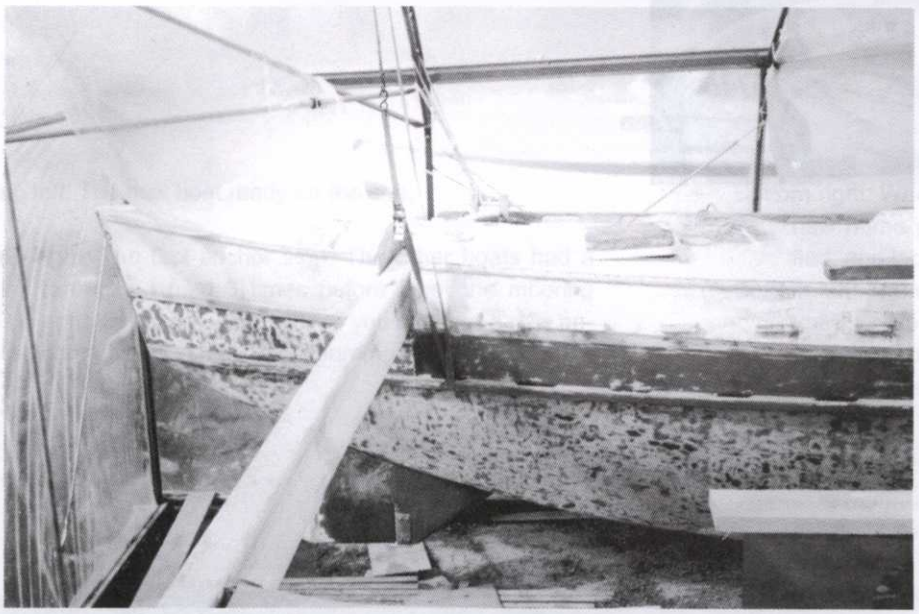
Bottom left: The galley beginning to take shape – oven, fridge, 4 ring hob and double sink. Bottom right: Turn around and there is sitting room for 6 people at the galley table.



BIG CAT

Above: A little bit more to do on the engine boxes (2 X 27HP Yanmar diesels) .

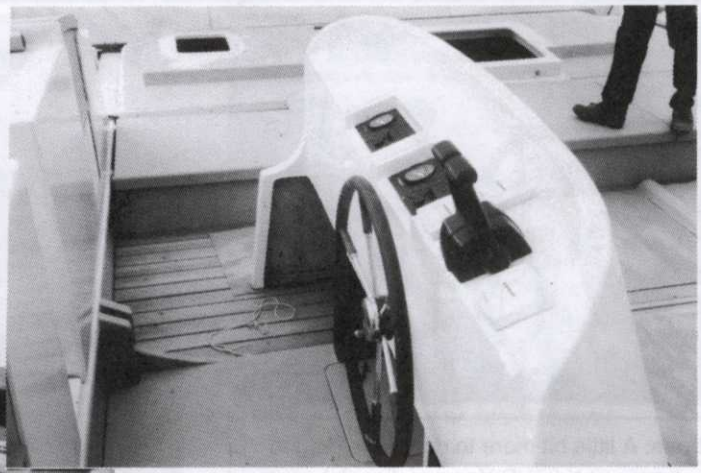


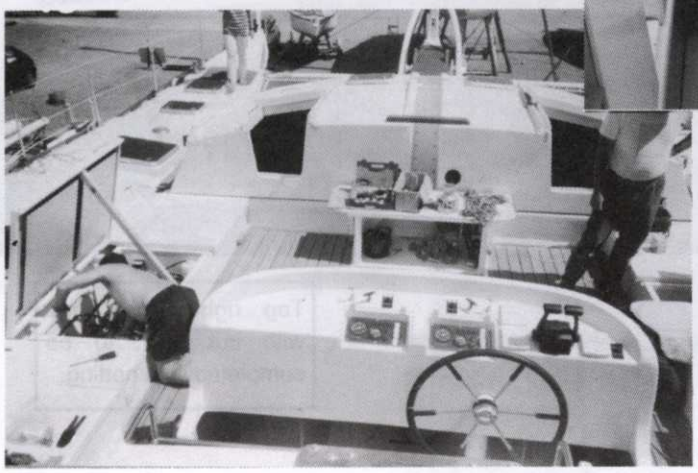


Top right: The ramp with cut outs; to be completed with netting.

Above and right: From the starboard hull, the rear beam in the fore-ground and part of the ramp (right photo) are seen in these "before and after" shots of the painting.

Right and Below: The central control console. Specially designed to allow a central control point and therefore views of all points of "Big Cat". The console houses the two sets of engine controls, log, wind speed and direction indicators, and echo sounder. Since the photo was taken, a slatted bench seat has been fitted, attached to the pods, providing seating for the helm and a couple of crew/visitors.





Launching Day – another milestone reached. Much thanks to Steve Turner, Scott Brown, Richard Laight and their teams team.

TANE ~ MODIFICATION

Jens-Einar Storheim, Norway with an update on his modified Tane

Top left: The new boat ready for the sea.

Top right: The first anchor stop. The other boats had a fun time, I tried 3 times before I got the mooring right. Every day after sailing, you can find a new anchor place like this. In the summer it is perfect.

Bottom right: Where my first sailing trip ended, the boat's new home port. As you can see it has been modified, and looks a little like the new Tiki's.

Bottom left: The word "boat" sends the kids running of to get their life belts, and they are ready to go within 5 minutes. They love the boat. A cat is the best for children. (Jens-Einar taking it easy)

"The first year I had the boat, I sailed almost every day, all summer. The last 2 summers it has been all work and only 4 sailing trips. Now the boat is going on shore to be ready for next summer. Hopefully there will be more sailing then."

CRUISING ~ PROVISIONING

Robert Sheridan looks at a subject close to all our hearts

In 1998 I was crew on a yacht out to the Azores and undertook to organise and cook the food. Provisioning is covered in lots of books so this article does not attempt to cover things like selecting fruit or storing goods but describes the menus I came up with, the reasoning and how they worked out in practise.

The boat was a Nicolson 40 (sorry, only one hull) and there were 5 crew. The trip was planned to take 10 days (inboard engine and lots of fuel!).

In designing the menus I planned around using fresh food for as long as possible. Onions last longer than most vegetables so I planned for meals that used a lot of onions towards the end. I also tried to come up with meals that used pots as the contents are less likely to succeed in a bid for liberty and it is easier to see what is happening in a pot than in the oven.

In case of bad weather I made sure we had plenty of tasty 'instant' food such as cup a soups, bananas, nuts, dried fruit, confectionery, pesto, salami, cheese and oatmeal biscuits plus planned meals which would be easy to cook. I also laid in a store of dried food such as pulses and tinned steak etc. which would keep indefinitely and which served as a reserve in case the trip took longer than 10 days.

The meat was all prepared by a local butcher and vacuum-sealed. On the boat it was kept in the icebox (which was cooled down once a day when the engine was run) and lasted all the way to the Azores despite warm weather, the butcher said that it would have last as long without being in the freezer.

Fruit and vegetables were stored in hammocks and this was useful not only for keeping them out of the way and reducing bruising but also to be able to readily see the state of the items.

We took the first days meal ready cooked to ensure we had a proper meal even if things were in turmoil.

We actually took more than was on the menu described below as the person doing the shopping had a rush of blood, but it meant we had a surplus and if we had stuck to the plan it would have worked out OK. The contingency is small as we also had on board all the food for the owner's family when they joined the boat.

The menu you plan will drive the actual quantities of vegetables bought. For fruit I would reckon on about 1 piece per member of crew per day unless there are people in the crew who say they eat a lot of fruit, as I remember it we had stuff left at the end which was going off.

We were lucky and had no really bad weather. On reflection I think I would now add some sort of freeze dried or tinned foods for instant hot meals in bad weather when slicing vegetable is not practical. I would go for freeze dried as they use less space and they are sold in camping shops, but canned ready meals would be an alternative as would bottle pasta and other sauces from super markets.

Cured meats like chorizo keep well and add a spicy flavour to dishes at the end of a long trip. Similarly anchovies take up little space and give a lot of flavour.

Do not forget to ask all the members of the crew about allergies and things they don't like to eat. There is nothing worse than producing a meal which somebody can barely force down (my personal dislikes are chick peas and Brussels sprouts and I have memories of a weekend away when they featured in every main meal!).

I like cooking and hate washing up (no, I do not use every pan) and was happy to do all the main meal cooking in return for not washing up. If you are going to share the cooking you need to take into account the culinary skills of the crew when planning the food.

We used one gas cylinder and 100 gallons of water in the course of the trip. The water was for cooking, cleaning and hot drinks (bottled mineral water was used as drinking water), the crew had two showers each and all washing up was done in fresh water.

MAIN MEALS

Day 1	Pre-prepared dish
Day 2	Stir fry with rice
Day 3	Pasta with bolognaise sauce, fresh mince and salad
Day 4	Stew, fresh meat and vegetables
Day 5	Lentil Dahl with curried vegetables and rice
Day 6	Stew with canned meat and fresh vegetables
Day 7	Spanish omelette with rice
Day 8	Pasta with tuna and tomato sauce
Day 9	Chilli con carne (probably without meat!) with rice
Day 10	Pasta with 'Special' tomato sauce (my mother's recipe using anchovies, capers and black olives)

Contingency

1	Tinned vegetables and steak for stew
2	Pasta with sauce and Soya chunks
3	Baked beans

BREAKFAST

The assumption has been made that breakfast could be largely DIY depending on the conditions and watches. Below is a list of the options that will be available:

Sliced wholemeal bread with butter and marmalade

Porridge oats (10 servings)
Soya milk/Long life milk
Muesli
Shredded Wheat (a special request)

And for special occasions:
Bacon
Mushrooms
Eggs
Sausages

LUNCH
Tinned tuna
Cheddar cheese
Sliced wholemeal bread
Oatmeal biscuits
Tomatoes and other salad ingredients
Salami/dried sausage/ham
Avocados

SNACKS AND DESSERTS
Apples
Bananas
Oranges
Melon
Instant soup (mug)
Bite size confectionery bars
Oatmeal/'Power' bars
Nuts
Crisps

DRINKS
This list excludes alcoholic drinks
Mineral water
Instant coffee
Tea bags
Instant hot chocolate
Peppermint tea bags
Lime cordial

SHOPPING LIST

Item	Quantity
Tinned tomatoes	6
Tomato puree	1
Tinned steak (M&S)	4
Lentils	100gm
Spaghetti, quick cooking	1.5 Kg
Rice, long grained	1 Kg
Instant hot chocolate	1
Instant coffee	1 large jar, 2 bags fresh
Tea bags	1 large box (80)
Peppermint tea bags	40 bags
Oat cakes	2
Yeast spread	1
Tinned tuna	3
Tinned baked beans	3
Curry paste	1
Mixed Italian herbs	prepared by myself, one large herb container
Chilli powder	1 small jar
Anchovy	1 Tinned olives
Spinach puree	1
Mango chutney	1
Pesto	
Tinned red beans for chilli	2
Black bean sauce	1
Dried Soya chunks	100gm
Marmalade	1 v. large
Stock cubes	1
Capers	1
Porridge	500gm
Mini confectio nery large pack	2
Instant cup soup	24 servings
Soya milk	2 litres
Long life milk	5 pints
Pitta bread	2 packs
Cooking oil	1 small bottle
Sliced wholemeal bread	10 loaves
Eggs	18
Cheddar cheese	3lb in 1/2lb packages
Fresh milk	3 pints
Bacon	45 rashers
Minced meat	1.5lb
Stewing steak	1.5lb
Salami/Chorizo	1 whole one
Sausages	15
Mushrooms	at least 1lb
Onions	22 large English ones
Potatoes	5lb
Carrots	2lb
Iceberg lettuce	1 (Icebergs keep the best, alternatively Chinese leaves keep very well)
Garlic	2 bulbs
Oranges	10
Bananas	10
Melon	1
Apples	10
Avocados	?

UK Sailing Meets

East Coast Rally 14-16 July 2000
Contact: Dave Barker 01621 742937

Solent Rally 28-30 July 2000
Contact: Dave Weistock 0585 845529

Channel Islands 11-13 Aug 2000
Including access to Martello Towers, reef exploring and visits to "places of interest"
Contact: Dave Weinstock 0585 845529

PCA SW Annual Rally 25-28 Aug 2000 Plymouth
Contact: Scott Brown
Dave Weinstock, coordinator of the meetings, is organising a cruise linking all these meetings—join at any stage!

CAT CORNER ~ CULATRA

Steve Turner looks at the southern European utopia – Culatra, Portugal

A trip to Southern Portugal last summer gave me the opportunity to visit the island of Culatra. I was in the country to survey several Polynesian catamarans and one of them, the Tiki 26 "Meira", was lying in the lagoon there.

Culatra was first mentioned in SeaPeople (*no.3*) in an article by John Shores who visited with his Tehini "Yin Yang" in 1983. Since then it has been a regular stopping off place for North European Wharram owners on their way south. Many of them have found it so idyllic a spot that they have either lingered there far longer than planned, or based their cat there while they explored the Canaries, Madeira and the Atlantic coast of Spain and Portugal.

Tim and Heather Whelan visited the island in 1984, as part of their semi-circumnavigation with their Narai "Ika Roa". The Whelans stayed at Culatra for all of September that year and later wrote to say that of all the places visited between U K and N Z, to their surprise it was the Atlantic ports of Spain and Portugal which stood out. Dave Hender and mate Jane, currently making another Atlantic circuit in their 32' GRP Tiki "Big Tiddles", have wintered at the island for several years and are now counted as natives!

Ilha de Culatra is one of a chain of low, sandy islands lying off the Southern Portuguese coast to the east of Cabo de Santa Maria, reaching almost to the Spanish border. Although quite close to the busy city of Faro, Culatra is still as unspoiled and friendly as when "Yin Yang" first anchored in the lagoon back in 1983. Faro has an international airport, and the island nearest the city, Ilha de Faro, has been developed as a resort with hotels, campsite etc. Ilha Olhao, the island east of Culatra has also seen some development, but, although it now boasts a mains electricity supply, Culatra itself is still an unsophisticated fishing community, with no cars on the island, nor paved roads for them to run on! The

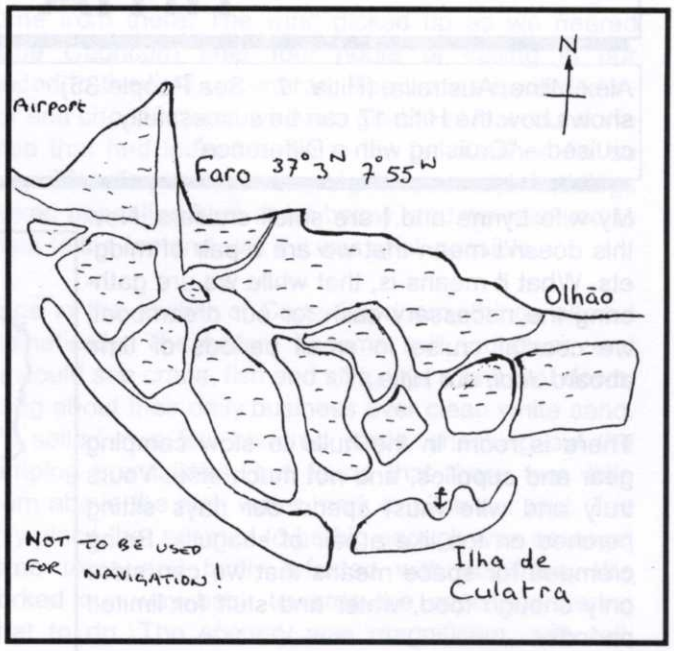
"Meira" in the lagoon at Culatra. In the back ground is ORO "Alias"

colourful fishing village, built amongst the sand dunes, has a few simple fishermen's bars where you can usually get a cold beer and a meal based on the day's catch. There is a regular ferry between the island and the town of Olhao on the mainland. Cheap taxis and public transport provide an easy link with the city and airport.

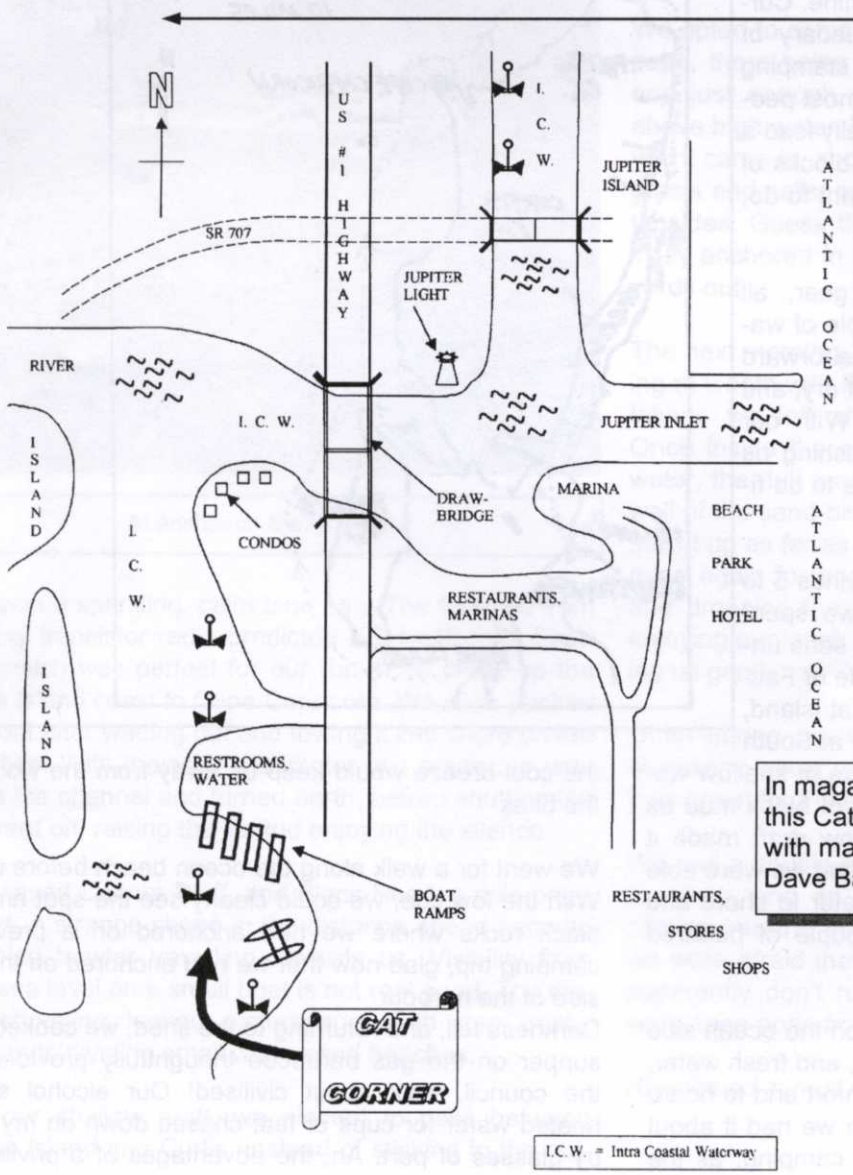
Most visiting yachts anchor off the village but cats, and those mono's who have shoal draught, can dry out on the fine white sand in the lagoons. The lagoons are shallow, sandy and tucked in amongst the dunes, providing good shelter from the Atlantic breakers which roll along the seaward side of the islands.

Don't expect marina facilities or any of the usual services of a big port. Basic provisions can be bought cheaply on Culatra, more sophisticated requirements are catered for in Faro where there are chandler's shops and agents for most well known makes of engine.

Do expect: to find an echo of your "South Seas" dreams on the edge of modern Europe, not to be pursued for your tourist cash and to be captivated by the simple, unspoiled charm of Ilha de Culatra and it's people!



JUPITER INLET, FLORIDA



I.C.W. = Intra Coastal Waterway

In magazine 39 we published the text of this Cat Corner, sent in by Gene Perry, with map redrawn for the magazine by Dave Barker.

HITIA 17 ~ JODI

Alex Milne, Australia, (Hitia 17 – Sea People 35) shows how the Hitia 17 can be successfully cruised – "Cruising with a Difference".

My wife Lynne and I are small cruisers. Now this doesn't mean that we are a pair of midgets. What it means is, that while we are gathering the necessary cash for our dreamboat, we coastal cruise in small periods of time aboard *Jodi,* our Hitia 17.

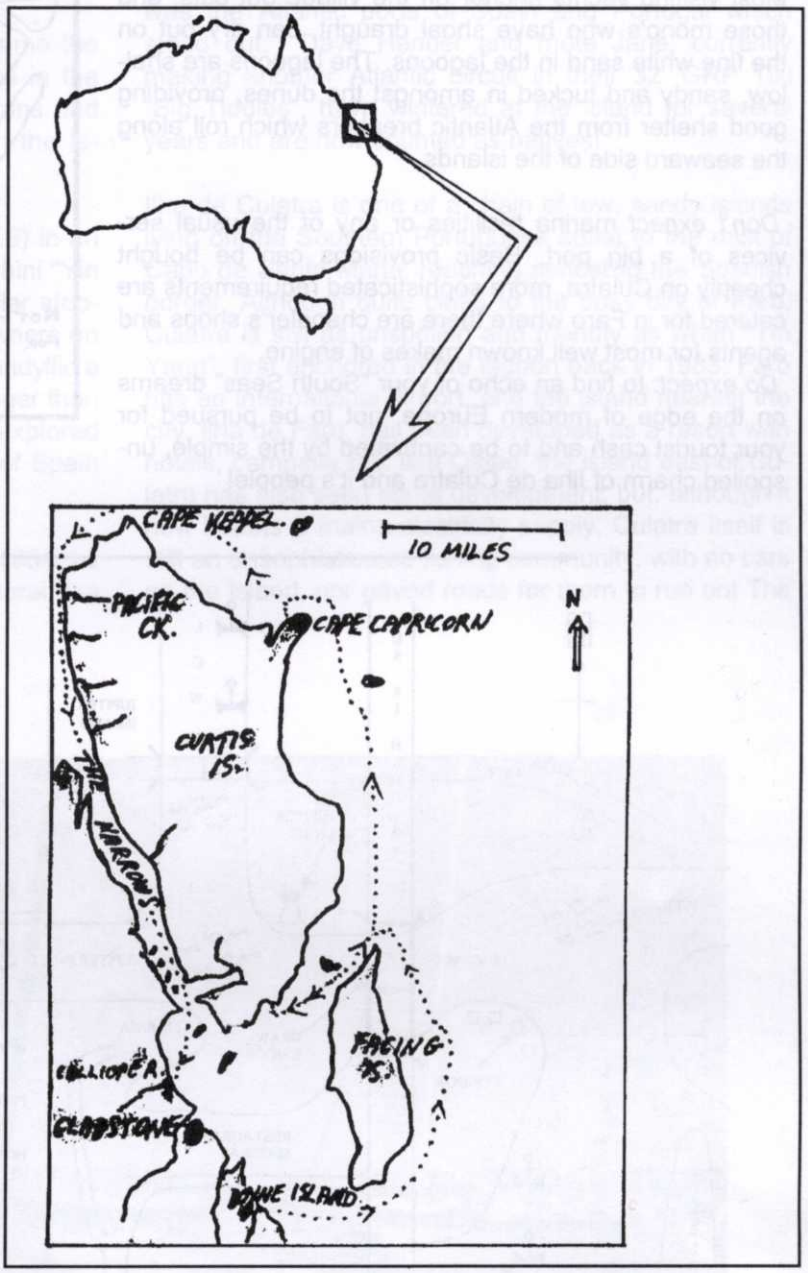
There is room in the hulls to stow camping gear and supplies, and not much else. Yours truly and wife must spend our days sitting perched on top like a pair of seagulls. Being cramped for space means that we can store only enough food, water and stuff for limited periods.

We recently returned home on Boyne Island from an eight-day cruise, after sailing around Curtis Island, a long-time dream of mine. Curtis Island forms the Northeast boundary of Port Curtis, which has been our stamping ground since we started sailing. As most people know, when you work and generally lead a busy lifestyle, it can be hard to find blocks of time large enough to do what you want to do, but we'd finally managed it!

Food, clothes, bedding, camping gear, all were crammed into the hulls. A couple of waterproof plastic barrels strapped to the forward netting served to keep important stuff dry, and gave us substantially more room. With our new 4-horse long shaft outboard pushing us out of the Boyne River, we were glad to be finally starting our little cruise.

The forecast was for showers, and winds 5 to 10 knots, which never came. So we spent three hours motoring on glassy grey seas under a low grey sky, around the outside of Facing Island, in through the gap past Rat Island, and into the anchorage near the jetty at South End on Curtis Island. A large expanse of shallow water quickly became a large expanse of black mud as the tide went out. Luckily our shallow draft made it possible to get fairly close to shore, and we were able to carry our gear through shallow water to shore and the camping ground, which is a couple of hundred yards inland.

The island has a nice picnic ground on the ocean side with a shelter shed, tables and seats, and fresh water, which enabled us to eat in some comfort and to hoard our own supply of water. In this area we had it about as comfortable as you can get with camping, as the camping area where we pitched the tent is infested with mosquitoes and sandflies. The tent with its no-see-um mesh back at the camping ground would allow us to sleep in comfort, and eating up at the picnic ground in the cool breeze would keep us away from the worst of the bites.

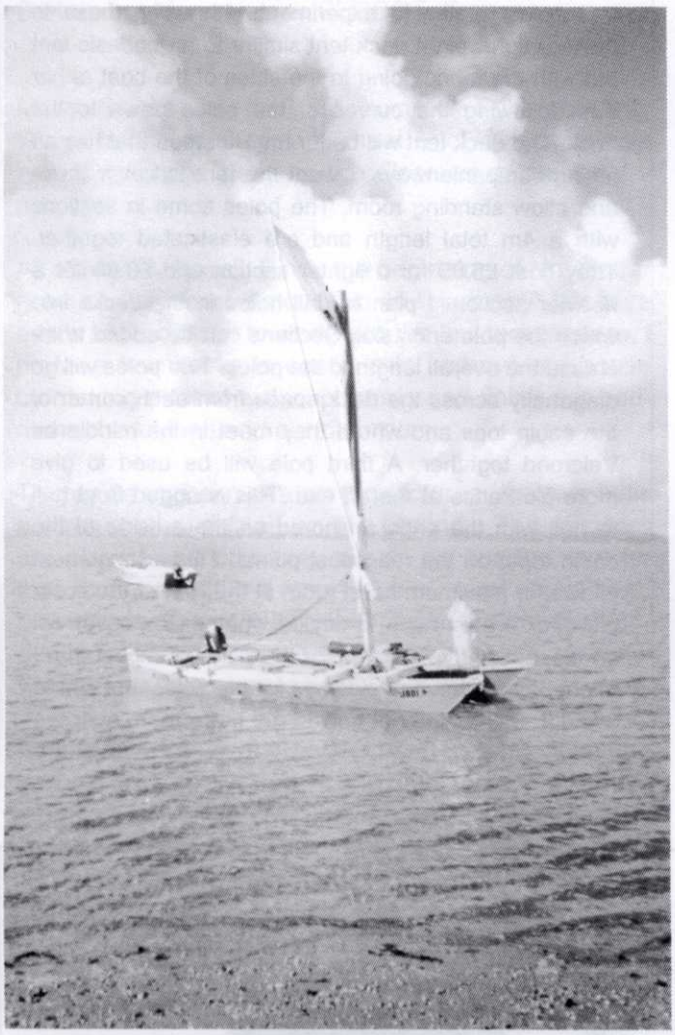


We went for a walk along the ocean beach before dark. With the low tide, we could clearly see the spot among black rocks where we had anchored on a previous camping trip, glad now that we had anchored on the inside of the harbour.

Darkness fell, and returning to the shed, we cooked our supper on the gas barbecue thoughtfully provided by the council. Talk about civilised! Our alcohol stove heated water for cups of tea, chased down on my part by glasses of port. Ah, the advantages of a privileged

lifestyle. All manner of small craft, from the ubiquitous aluminium dinghy to large charter boats, entering and leaving the harbour through the same gap we had used only hours before. Soon, it was time to pack up for bed, and we were sung to sleep by the angry buzz of mosquitoes.

Up early the next morning, we had breakfast looking



At anchor on the first night

out upon a sparkling, calm blue sea. The forecast from our tiny transistor radio predicted a 5 to 10 knot Easterly, which was perfect for our run of 16 miles up the Curtis Island coast to Cape Capricorn. We soon packed the boat after wading out and towing it into shore on the high tide. With mainsail and motor, we made our way out to the channel and turned north, before shutting the outboard off, raising the jib and enjoying the silence.

We passed Connor Bluff, and Black Head, a mile or so to port. A strange shape in the distance ahead became a fishing trawler travelling towards us. Visibility from near sea level on a small boat is not real good. The distant shoreline looked picturesque, with dark rocky headlands dividing small white-sand beaches.

With our shallow draft, we elected to pass between Rundle Island and Curtis, instead of sticking to the outside channel. Rundle Island is the site of an automatic weather station, and reports of our local wind strengths come from there. The wind picked up as we neared Cape Capricorn after four hours of sailing in our loaded-to-the-limit catamaran. The waves became larger and choppier, and we were glad to at last round the cape that had looked to be in the far distance for so long. The Cape Capricorn Lighthouse and buildings looked appealing from down below, and we resolved to climb to the top and visit if it was at all possible.

Once in the shelter of Cape Capricorn, things altered dramatically. The waters became still and clear, and we could see crabs, fish and stingrays a few feet down, going about their daily business over clean white sand. We sailed in a few hundred yards, checking out the camping possibilities, but found that there was little room above the high water mark to pitch our tent. The only place that seemed to be big enough was amongst some trees and badly infested with sandflies. We worked our way back towards the cape, wondering what to do. The scenery was magnificent, with tall, tiered buttresses of crumbling rock topped and supported by cushions of white sand. The lighthouse buildings far up at the top looked lovely and mysterious.

We opted to camp on the next to last beach before the cape, there being a sheltered picnic table built there, and just enough room for the tent in the soft sand above high water. While setting up camp a large timber yacht came in, showing signs of a rebuild: new-looking masts and sails, new anti-foul, bare sanded decks and topsides. Guess they just couldn't wait to go cruising. They anchored in the same small bay, a few hundred yards out.

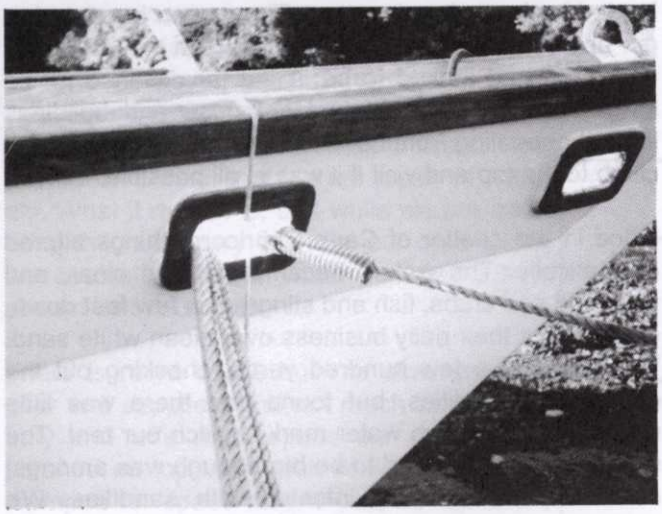
The next morning, after visiting the lighthouse and talking at length with Richard and Robbi, the full time caretakers, we left and motor-sailed into Yellow Patch. Once inside the scene is quite awesome, deep blue water, the dull green of the bush, and the high, yellow wall of the sand-blow that gives the place its name. We sailed up as far as we could, then past the great yellow dune again for another look, before heading back out and dropping the hook in some shallower water and enjoying our lunch with the wind and slight waves rocking us gently.

Often during the day, recreational fishermen in their aluminium boats would blast past, to-ing and fro-ing in their quest for the elusive catch. Oh, all that noise!

We had a couple of swims in clear water on our return to camp, and an easy afternoon. We saw dolphins coming into the beach to feed. They were so close in we were afraid they might beach themselves, but they apparently don't run aground as easily as I do, and were soon gone from sight.

(Continued in next edition)

TIPS, HINTS & GADGETS



Dave Irvine and Lena Ljungqvist with a detail of their recent refurbishment project on their Narai MkIV, Hevaiki.The fair lead is strengthened with a hard wood surround, epoxied onto the bulwark. The one above has been formed from a solid piece of hardwood, but it can be formed from four pieces, suitably shaped. The strengthening in hardwood is applied to both sides of the plywood bulwark and takes all the wear and tear of ropes being passed through. Also note the use of plastic tube to eliminate rope chafe on the mooring line.

Robert Sheridan – Ideas for a deck tent:

I have found a local camping shop that sells fibreglass tent poles. I plan to experiment with using these to make a lightweight deck tent similar to a geodesic tent but with the fabric going to the sides of the boat rather than following the curves of the poles down to the deck. The deck tent will be for my Hinemoa that has aft facing companionways. I want the tent to cover these and allow standing room. The poles come in sections with a 4m total length and are elasticated together. They cost £5.65 for a lighter section and £8.65 for a heavier section. I plan to drill holes in the decks into which the pole ends slot. Sections can be added to increase the overall length to the poles. Two poles will go diagonally across the deck space from each corner of the cabin tops and where they meet in the middle be Velcroed together. A third pole will be used to give more clearance at the aft end. This is rigged from hull to hull with the ends anchored on the outside of the cabin tops, on the rear most points. This arrangement allows for maximum head room at the rear of the cockpit/ deck area. I have to decide whether the cover will be loose, or have sleeves for the poles. I expect that I might have to have a few guys for the poles, but aim to avoid it. Still to find out how to get more room over the companionways.

More from Robert Sheridan. A mooring laying platform.
Seen at Hardway Marine, Portsmouth Harbour. A Tanenui with the mast taken down and the tabernacle used to support a chain roller. When the Tanenui is in position the mooring, suspended from the platform, is dropped into position.

NEWS FROM SEA PEOPLE

FRANCE

Bertrand et Marie-Helene FERCOT, France

Many thanks for the last summer PCA meeting. We've been very happy to meet a lot of nice people and so to share ideas and to discover different catamarans.

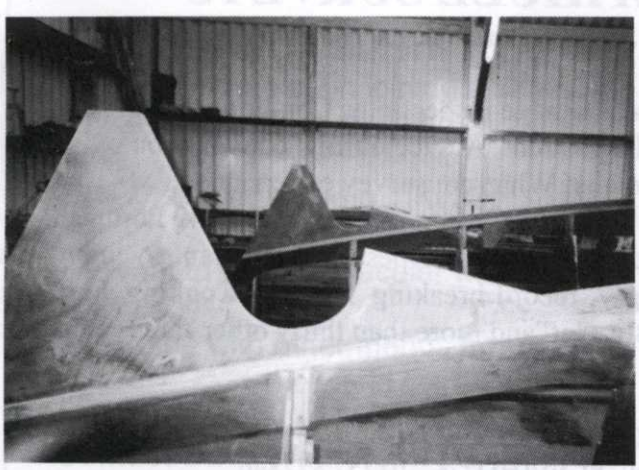
All our family is well. Since the beginning of November I reduce our work with our Tiki 46 "Harmony" because as it's more difficult to work with the low temperature, I prefer a few weeks to continue to improve our house by making a lot of wall-cupboards and finish our bedroom, the kitchen and our bathroom.

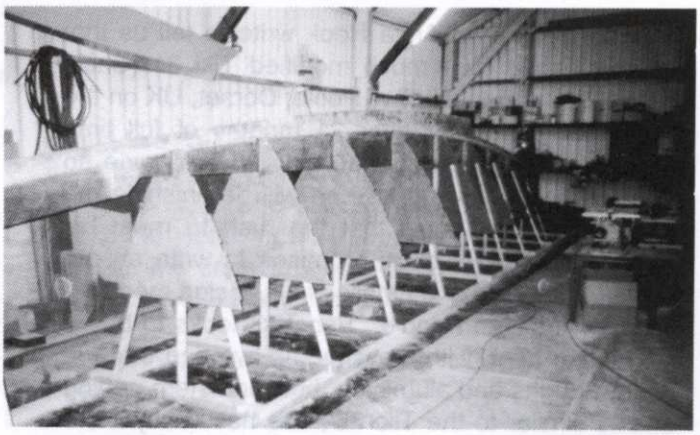
To day as you can see on the pictures, the two hulls are returned and fixed on the ground. The stringers are planed and now they are to be scarfed, but for that, I've to hang up a long piece of wood above each hull in order to fix a removable plastic tent to warm under it. So we'll be able to continue to make glue works when the temperature is below 15°C.

As it is easier to fix a propeller shaft when building the keels, I've incorporated in the backbones an epoxy tube to receive the shaft just before the skegs. Present time I don't know yet which engine I'll choose but it's not urgent, the more important was do the tube for the shaft.

We plan to finish the bottom hulls for next spring and so I'll send you more pictures later.

Best Wishes for the New Year 2000 to you, your wives and all the PCA family.

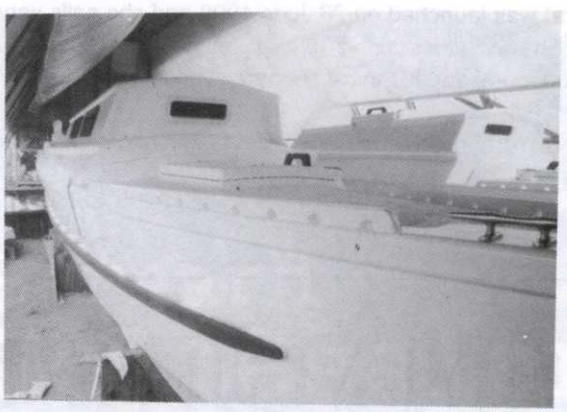




USA

Ron & Suzanne Methney, North Carolina Tiki 38

Its taken three years to get this far. Now I'm working in the garage and have completed the cross beams and outboard boxes. Next I'll start the cockpit/pod, similar to the PAHI 42 "Serenite". I will take the shelter down in April 2000 and start to put all the pieces together for a planned launch in November.



UK

Ken and Anita Hook.

Members Ken and Anita Hook write to tell us that they launched their much modified Tiki 31 (She's 37' x 23'4"!) **"Ben-Tiki"** at Poole, Dorset, UK on the twelfth of December after 21 months of full time building. The slip way was only 25 feet wide so "Ben-Tiki" was a snug fit! Ken will be finishing the fit-out afloat and, now that the rush to meet his launch deadline is over, promises to write an account of the build and details of his design modifications for the Sea People. "Ben-Tiki" looks to be an interesting boat, with crossbeams two and three in beam-troughs and aluminium bow and stern netting beams similar to the Tiki 36', she has vastly more internal volume than a standard 31' and will make a fine floating home.

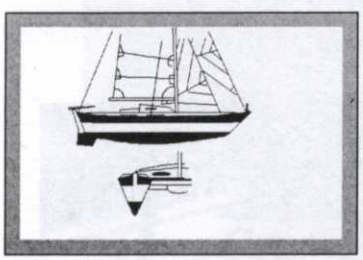
ITALY

Gian Michele Bisogno

"Ydra" was launched on 26 June 1999 and she sails very well.She was built during 1998. I would like to thank you for the moral and technical support given by Sea People.

Right: "Ydra" moored in front of the beach of Maioni, near Amalfi.

IMAGINE MULTIHULLS



MULTIHULL SURVEYS

By Steve Turner a.m.s.n.a.m.e.

Surveys prior to purchase. Damage inspections. Condition surveys.
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Backed by 20 years specialist Wharram survey experience.
Recent surveys include: Tangaroa Greece, Tiki 26 & Pahi 42 Portugal.
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IMAGINE MULTIHULLS
2 Elm Park Millbrook Torpoint Cornwall PL10 1HD UK 01752 822846

BOOK REVIEW

By STEVE TURNER

Bernard Moitessier
"A Sea Vagabond's World"

Not all PCA members will be aware that the title of our magazine is taken from a quotation from James Wharram's old friend Bernard Moitessier, which goes something along the lines of: "There are two kinds of people in this world; Sea people and shore bastards!"

Since James and Ruth met Bernard in the West Indies during their first voyage, this legendary French long distance sailor has won himself a special place in the annals of ocean voyaging and the hearts of sea people world wide. The four books describing his exploits, which Moitessier wrote during his seagoing career, hardly need a recommendation from me. They are already classics of the genre.

Shortly before his untimely death in 1994 he is recorded as having said: "I would like now to write a practical book that will cover three topics: boats, the sea, and the beachcombing life." Unfortunately he died before he could finish the book, but his companion Veronique Lerebours Pigeonniere, working from his note books, competed the task .

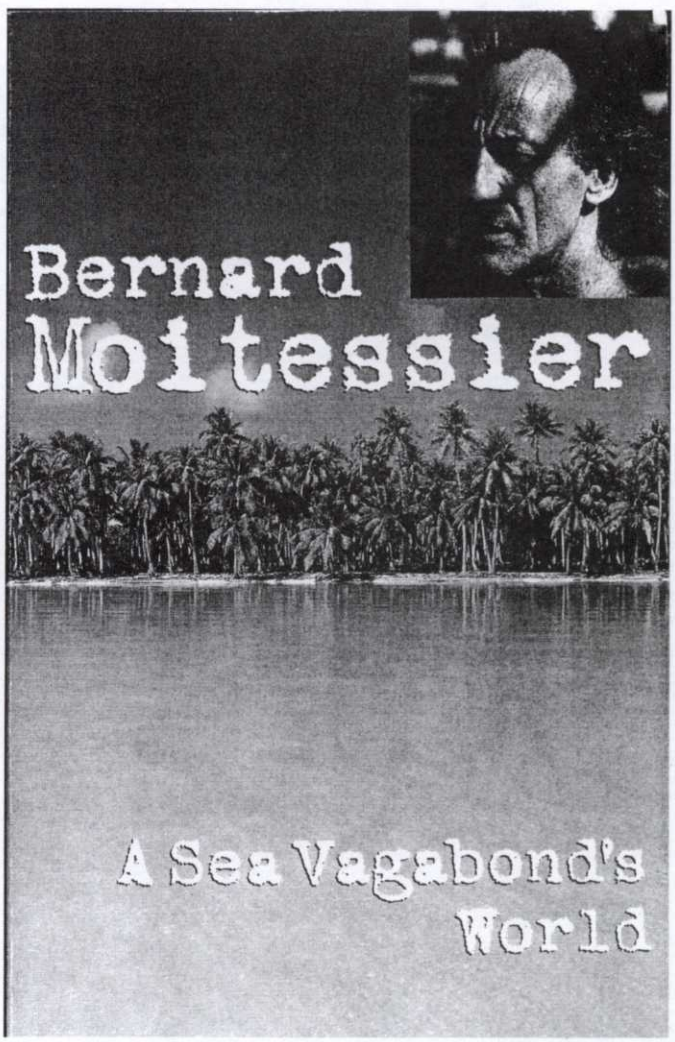
The book is a distillation of the know-how and experience gained in almost fifty years as a "sea vagabond", covering such diverse topics as: epoxy paint, hurricane strategy, and making rope from coconut fronds! Many of the illustrations are by Moitessier's own hand and the English language translation is by his friend William Rodarmar who also translated two of his earlier books. A useful "how to" book for those planning to take up the cruising life, "A Sea Vagabond's World" will also earn a place on the bookshelf of any armchair sailor.

"A Sea Vagabonds World" by Bernard Moitessier. £14.99

Published by:
Sheridan House Inc.
145 Palisade Street
Dobbs Ferry, NY10522
USA

Available by Mail order from: The Sea Chest Nautical Bookshop, Queen Anne's Battery Marina, Plymouth PL4 0LP UK

First Published in France as "Voile, Mers Lointaines, Iles et Lagoons" by Editions Arthaud



DITTY BAG

PCA Safari
Are you interested in joining a safari on Lake Kariba, Zimbabwe? (Sail Safari)

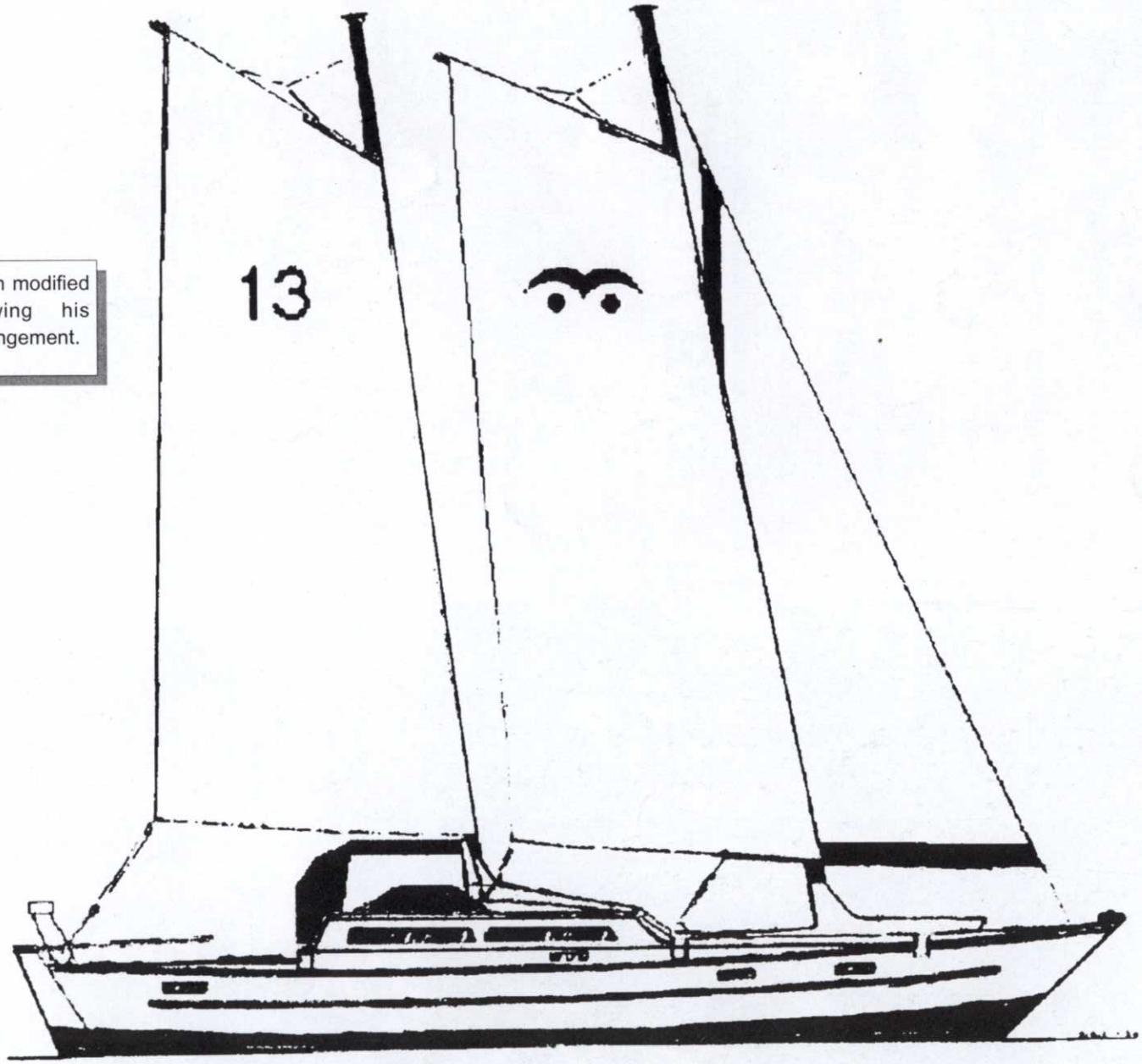
Never sailed a TIKI 30?

Want to see spectacular wild life?

Want to be with other friends from around the world?

Contact Dave Weinstock on 44 (0)585 845529 for dates and details

Dave Barkers Tiki 38 drawing with modified coachroof, pod and showing his "windscreen" & bimini/shelter arrangement.



If undelivered return to: PCA @ Carbeile Mill, Torpoint, Cornwall. PL11 2NW (UK)